

ALAMEDA COUNTY CMA
FAIR Lanes Feasibility Study
Pre-Proposal Meeting
October 29, 2003

Summary of Questions and Answers

The following questions and answers occurred at the Pre-Proposal Meeting.

General

Q: Given that this is a FAIR Lane Study should it be assumed that other options dealing with equity would be outside the scope of the study?

A: No, alternatives to FAIR Lanes should be included.

Q: Is information available on the results of the I-680 Pricing Study

A: The Executive Summary is available and will be posted on the CMA's website.

Q: Do you have a memo or paper identifying the status of the CMA model?

A: None is available at this time; CMA staff will speak with our model consultant regarding this issue. If something is available, then it will be posted on the website.

Q: The schedule calls for the study to be completed in one year, are there any restrictions or conditions on the funds that would be affected by the schedule?

A: The expenditure deadline for the funds is 2 years. Any change in the proposed schedule should be justified in the proposal.

Q: What is the fund source and will Caltrans do the pre-award audit?

A: This is a federally funded project administered by Caltrans. The pre-award audit will be prepared by Caltrans. Note that there is a DBE requirement.

Q: To whom should the proposal be sent?

A: Jean Hart at the CMA.

Q: Can we ask questions relating to the contract after the pre-proposal meeting?

A: Yes, but it is a standard contract that the CMA has used previously.

Q: The scope of work does not match the amount of funds available. Can the scope be focused on specific tasks to be consistent with the funding available?

A: Yes, however any change in scope must be justified in the proposal.

Modeling

Q: Who is responsible for the modeling, CMA or consultant?

A: Consultant

Q: What model horizon year should be assumed?

A: 2025

Q: What base case should be assumed for I-680 and I-580?

A: I-680: NB and SB HOV; I-580: with HOV without HOV

Q: What is the status of the CMA's model?

A: The Alameda Countywide Model is an EMME/2-based multi-modal model. The last major model calibration and validation was accomplished in 1996 and 1997, and was calibrated to 1990 conditions at that time. The Countywide model contains trip purposes are defined by the previous FCAST model. The mode choice component of the model contains a nested logit model that includes mode of access and vehicle types in the options. The highway assignments are available for AM and PM peak hours and peak periods. Since then, the Alameda Countywide model has been routinely adjusted to account for new transportation projects and new land use forecasts. Currently, the model has 2005 and 2025 forecasts developed as part of the last Countywide Plan update; these are based on ABAG's *Projections 2000*. Revised land use forecasts for 2010 and 2025 will be available in winter 2002 based on ABAG's *Projections 2002*. Complete model

documentation is available in the *Alameda Countywide Model Update: Final Report* submitted to the Alameda County Congestion Management Agency on April 18, 1997.

Public Outreach

Q: Should the public opinion poll include potential facility users or should it be countywide?

A: Countywide and perhaps weighted for facility users